

tool is the Motion Pro IgnitionMate (part No. 08-0193).

Make sure the battery of any tester being used is in good condition. The battery of an ohmmeter is the source for the current that is applied to the circuit being tested; accurate results depend on the battery having sufficient voltage.

All peak voltage specifications are minimum values. If the measured voltage meets or exceeds the specifications, the test results are acceptable.

NOTE

When using an analog ohmmeter, always calibrate the meter between each resistance test by touching the test leads together and zeroing the meter.

CONNECTORS

Location

Most major inline connectors are mounted on two brackets, one at the front of the frame (**Figure 1**) and the other on the right side of the frame (**Figure 2**). Refer to the following for connector identification.

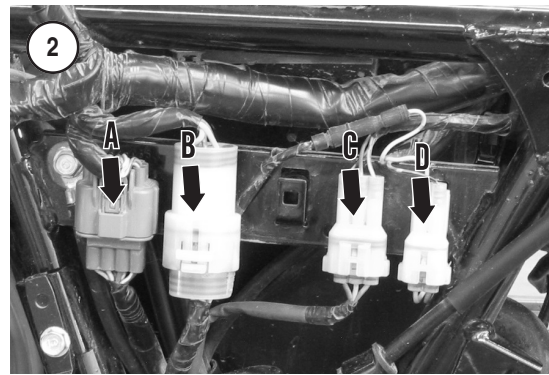
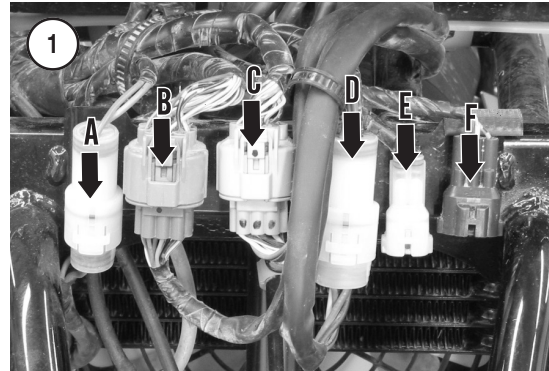
1. Shift control motor on FE/TE models (A, **Figure 1**).
2. Digital combination meter models (B, **Figure 1**).
3. Handlebar switch (C, **Figure 1**).
4. Ignition switch (D, **Figure 1**).
5. Accessory socket (E, **Figure 1**).
6. Headlights (F, **Figure 1**).
7. Gear position switch on FE/TE models (A, **Figure 2**).
8. Alternator (B, **Figure 2**).
9. Speed sensor (C, **Figure 2**).
10. Carburetor heater (D, **Figure 2**).

The position of the connectors may have been changed during previous repairs. Always confirm the wire colors to and from the connector and follow the wiring harness to the various components when performing tests.

Service

CAUTION

The internal pins are easily damaged and dislodged, which can cause a malfunction. Be careful when handling or testing the connectors.

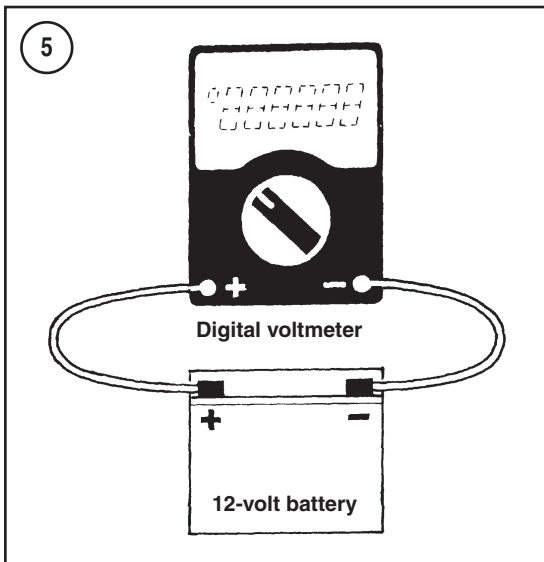


Under normal operating conditions, the connectors are weather-tight. If continuous operation in adverse conditions is expected, pack the connectors with dielectric grease to prevent the intrusion of water or other contaminants. To prevent moisture from entering into the various connectors, disconnect them, and after making sure the terminals are clean, pack the connector with dielectric grease. Do not use a substitute that may interfere with current flow. Dielectric grease is specifically formulated to seal the connector and not increase current resistance. For the best results, the compound should fill the entire inner area of the connector. Each time a connector is unplugged, clean and seal it with dielectric grease.

An often overlooked area when troubleshooting are the ground connections. Make sure they are corrosion free and tight. Apply dielectric grease to the terminals before reconnecting them.

Removal/Disassembly

To remove a connector (**Figure 1** or **Figure 2**) from the mounting bracket, use a thin screwdriver



or other tool to disengage the mounting tang on the bracket from the tab on the connector.

NOTE

It is necessary to remove large rectangular connectors from the mounting

bracket for disassembly. The mounting bracket tang also locks together the connector halves. The connector must be free from the mounting bracket to disassemble or assemble the connector.

Small connectors and large round connectors may be disassembled by pulling or prying out the retaining tab at the lower end of the outer half (**Figure 3**) and pulling out the inner connector half. Large rectangular connectors are equipped with a locking tab on the outer body (**Figure 4**). Depress the tab, then pull out the inner half. It may be necessary to remove an adjacent connector from the mounting bracket to gain sufficient space to remove the desired connector. The following connectors must be removed from the mounting bracket for disassembly or assembly.

1. Combination meter connector (B, **Figure 1**).
2. Handlebar switch connector (C, **Figure 1**).
3. Gear position switch connector (A, **Figure 2**).

CHARGING SYSTEM

The charging system consists of the battery, alternator and a voltage regulator/rectifier. A 30-amp main fuse protects the circuit.

Alternating current generated by the alternator is rectified to direct current. The voltage regulator maintains the voltage to the battery and additional electrical loads at a constant voltage despite variations in engine speed and load.

Troubleshooting

Refer to Chapter Two.

Battery Voltage Check

To obtain accurate charging system test results, the battery must be fully charged.

Before testing the charging system, measure battery voltage as follows:

1. Remove the seat (Chapter Fifteen).
2. Connect a digital voltmeter between the battery negative and positive terminals (**Figure 5**) and measure the battery voltage. A fully charged battery will read between 13.0-13.2 volts. If the voltage reading

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